PRINTERS RESIST A REDUCTION IN WAGES-A TEMPORARY SETTLEMENT AT THE OLD BATES-EDITORS GO INTO THE COMPOS-

ING-ROOM-REPORTERS TRY THEIR HANDS AT SETTING TYPE.

Typographical Union No. 6 has again come to the front with orders and rules for the control of any newspaper office that dares to run counter to the mandates of that powerful organization, and last night, without warning, it ordered en strike the compositors in the offices of " The Sun,"

"The Times" and "The World," 365 men in all. The cause of the strike was the resolution of several morning and afternoon papers to combine for the purpose of mutual benefit and support, the original combination being "The Herald," "The World," "The Sun," "The Times" and "The Mail and Express." At the last moment "The Herald," it is said, refused to stand by the agreement to order a reduction of 10 per cent in the wages of their employes, and there was consequently no trouble in that office.

At precisely 1:30 o'clock yesterday afternoon there was posted in the composing rooms of "The "World" and "Times" the following no.

The following regulations will go into effect in this office at noon to-day; All cuts belong to the office.

Inset cuts shall by charged as straight matter.

Ail corrections on advertising on time, whether the

space is increased or not. No make-evens allowed.

Over-time, 50 cents per hour.

Reading notices shall be paid for in accordance with

All rule and figure work on time, at the option of the Composition, 50 cents per 1,000 ems.

Time hands, #4 per day. KEEPING A SECRET. The proposed reduction was so secretly kept

that there was no inkk ig of the truth among the members of Typographical Union No. 6 of the new departure, and the notice came as an exceedingly disagreeable surprise. The chairmen of the various chapels read the notice and ordered the men out as a precautionary measure until the Executive Board of Typographical Union No. 6 could be heard from. At 7 p. m. the men met in the composing rooms and started to work at their cases as usual. At 7:30 o'clock an order was brought for the men to quit work at once and leave the offices. The men put on their coats and went out, gathering in groups in the street in front of their offices waiting for news.

Pickets were set at the different exits of the buildings and on corners, and any one who in passing glanced curiously at the newspaper buildings was looked upon with suspicion, and if he looked like a would-be compositor, was shadowed until he was safely past the door.

MANY RUMORS AFLOAT.

Early in the evening many rumors were started among the crowds of compositors and their after the word "provided"; One was an explanation of "The withdrawal from the combine to the effect that James Gordon Bennett had telegraphed an imperative order not to post the notice of reduction. Another rumor was that twenty-three non-union men had climbed up the back fire-escapes to the composing-rooms of "The World," but investigation showed this to be false. At 10 p. m. there were only eighteen men at work there, including Colonel John A. Cockerill, who was acting as foreman of the composing-room, and C. W. Fisk, the night editor, who became temperary "copy chopper." Several reporters were

at work in the place of the 100 union men on strike, although the pickets of "Big 6" declared that only forty-eight men had been secured by that effice. As for "The Times" George Jones was in despair, not a single man being found to put in type the copy of the day. George Jones, ir., and George F. Spinney, of "The Times," and Lawton, U. S. N. (retired), died at his home in South immediate action, but there was a hitch, "The parelysis was to be the end, without one word of re

SCENES IN THE STREETS. Meanwhile in the streets the excitement among the strikers grew in proportion as the hour grew late, and Park Row and Printing House Square were the appearance of the outside of a baseball ground, being thickly dotted with groups of anxious men among whom wandered officers of

anxious men among whom wandered officers of "Big 6," exhorting them to stand firm and win. The liquor shops in the neighborhood reaped a harvest, and the printers gathered there talked in low tones of the light and eagerly asked newcomers for news.

At the headquarters of Typographical Union, No. 6 President Boselley and the members of the Executive Board waited calmly for a message from the three papers where the strike was in progress, and received reports from the aides on duty as to the probabilities of a settlement.

The Executive Board met at William and Duane sts. in their headquarters, and received a message from the committee representing "The World," "The Sun" and "The Times," asking for a compromise. The answer was that there must be no compromise, but a surrender, with this proviso, that at Sunday's meeting of the Executive Board the new scale would be considered, but, as an ex-president of "Big 6" said, with httle hope of its being indorsed.

COMING TO AN AGREEMENT.

COMING TO AN AGREEMENT.

"The Times" was the first to yield, and all its old men who were sober brave attempt was made to stand by the therefore dischargea. A squad of police from the Third Precinct Police Station formed a line across Frankfort-st., and the non-union men went out by a side door, and immediately started on a run, not stopping until they were out of sight. An unsuccessful attempt was made to break through the line of police by the rule. stopping until they were out of sight. An unsuccessful attempt was made to break through the line of police by the union men to get at the others, and two or three stones and pieces of board were thrown at them as they disappeared. "The World" chapel was the last to return to work, for in spite of the permission of the Executive Board of "Big 6," the men were determined to stay on strike until they were sure their colleagues on "The Sun" and "The Times" had returned to work, and a committee was appointed to make a report. It was just midnight when "The World" men filed into the composing rooms and took their accustomed places at their cases.

The Stereotypers' Union had expressed its willingness to call out its members, but there was no occasion for this. The striking printers were as a rule orderly. Speculation as to the probable netion of the papers on Monday is rife. Union men are also anxiously awaiting the final decision of the Executive Board on Sunday.

A WISCONSIN MAYOR ARRESTS STRIKERS.

a crew of graders to quit work and they did so suit yesterday in the United States District Court
Mayor McRae, accompanied by the militia, ordered against the schooner to recover wages to the amount crowd to disperse. They refused to do so, and of \$118. he placed six of the leaders under arrest. The States District-Attorney's office yesterday morning to crowd then disbanded. Fifty men arrived from make a charge of disobedience of orders against Howard. Minneapolis to-day and started to work on the Northern Pacifie dock under military guard. More trouble is feared. Mayor McRae has issued a proclamation declaring that all men who wish to go to lamation declaring that all men who wish to go to

Kansas City, Mo., July 22,-Between six hundred and eight hundred carpenters struck to-day for a nine-hour working day, instead of ten and elever. a contractor, engaged in the erection of a building at hour day. No advance of wages was demanded. No. 40 West Sixtleth-st., gave ball yesterday at the zation, but was the result of a conference held last ing. Mrs. French, who owns a house near which the Saturday between the union and non-union car-penters. At the meeting they were all of one mind that their working day was too long and that they s should reduce the number of hours to nine, contractors and bosses refused to grant the and until they had considered it in a meeting, as a that hour about twenty of the principal collars by the blasting. would refuse to go to work on Monday unless the cosses should reduce the number of hours to nine. contractors and bosses refused to grant the

COMPOSITORS ON STRIKE. pal contractors decided to yield to the demand, provided the strikers would work nine hours at wages pal contractors decided to yield to the demand, provided the strikers would work nine hours at wages proportionate to their hours. This action was reported to a meeting of the strikers. It was acceptable, and those who had been employed by those contractors who made, the report determined to go to work again to morrow. There were about ten contractors not present at the contractors' meeting but the majority of them have decided to grant the demand. A few stubborn ones refuse to yield, and they are confident of finding plenty of men withing to work ten hours. Their refusal to yield affects about 150 men.

Chicago, July 22 .- A charter was granted by the Executive Committee of the Knights of Labor this morning to the First District Assembly of the order ever organized in Australia. The new district has ever organized in Australia. The new district has a membership of over 500. Accompanying the application for a charter was a request to Mr. Powderly to go to Australia and head the labor movement there, all of his expenses to be defrayed by the Australian branch of the order.

REPUBLICANS TO BE ENROLLED.

PREPARATIONS FOR THE WORK IN THE VTH AS SEMBLY DISTRICT.

Active preparations were going forward yesterday and last evening among the Republicans of the Vth Assembly District for the three-days' enrolment, which is to take place under the auspices of the County Committee, beginning this evening. To night and Thursday evening the books will be open from 7 to 10 p. m. On the last night, August 1, the hours will be from 5 to 9 p. m. As this will give, in all but ten hours' time for enrolment, it is expected that there will be lively work to get all the Republicans on the list who want to enrol. polled for President in the district last year was about 2,400, but no one will now predict that the names of one-third of this number could be placed upon the books.

Three separate tickets for the primary which is to follow the new enrolment were foreshadowed last evening. The old district leader, Frank J. Carroll, will seek to reclaim his ascendancy, and John C. Dodd, his antagonist, will make his contest of last winter over again. The Allen contingent is said to be un satisfactory company for the reform element, which has attached itself to the Dodd standard, and Allen. it is said, has decided to run a ticket of his own. All these varying interests will enter into the enrolment proceedings, and well-known politicians were busily engaged last evening forecasting the result. There seemed to be a determination on all hands to prevent

seemed to be a determination on all hands to prevent a repetition of the enrolment of Democrats, a practice which has so often created scandal in the Vth. It was understood yesterday that an entire absence of police interference had been secured.

The committee appointed to reorganize the VIIIth Assembly District, are getting down to work. On Thursday they met in Colonel Cruzer's office to outline their work. As soon as they select suitable head-quarters the notice calling for the holding of the primaries will be published. Ex-Coroner Nugent said last night that he thought the call would be made in a day or two. The primaries will be held in the upper part of the district. The primaries will last three ast night that he thought the call which he held in the upper part of the district. The primaries will least three days, and it is hoped that from 1,600 to 1,800 good Republicans will enroll themselves

CIVIL SERVICE REGULATIONS.

THE YEARLY REPORT OF THE COMMISSION-CHANGES IN RULES.

The yearly report of the Civil Service Commision, which contains important changes and additions to the regulations of the Commission, was received yesterday at the Custom House by Acting Secretary Theodore Babcock, jr. An addition has been made to Postal, Customs and Special Department Rule VII., which is as follows, the added part being that

The after the word "provided":

Upon requisition of a nominating officer in any customs district the Board of Examiness thereof shall certify for reinstatement in any office under his jurisdiction, in a grade requiring no higher examination than the one in which he was formerly employed, any person who, within one year next preceding the date of requisition, has, through no delinquency or misconduct, been separated from the classified service of said office: Provided, that certification may be made subject to the other conditions of this rule, for the reinstatement of any person who served in the military or naval service of the United States in the late War of the Rebellion, and was honorably discharged therefrom, without regard to the length of time he has been separated from the service.

Section 5, Regulation 7, of the Revised Civil Service.

Section 5, Regulation 7, of the Revised Civil Service Regulations now reads:

porary copy chopper. Several reporters were also pressed into service. Little work could be done by this small force to take the place of the 175 strikers,

At the office of "The Sun" it was said at a late hour that seventy-eight non-union men were

Under the old regulation no information as to the eligibles on the register could be disclosed.

ORITUARY.

CHIEF ENGINEER ELERIDGE LAWTON, U. S. N. representatives from "The Sun" and "The World," | Boston on Sunday morning. For ten years he had held a secret conference to decide upon their faced increasing helplessness, knowing that total Sun" representative wishing uncompremisingly to hold out, while "The Times" representatives thought differently.

Pluing. He was born in this State in 1826, and entered the Navy as third assistant engineer in March, 1848. He served on the Home Squadron in 1848 and was detailed for construction duty on the Susquehanna at Baltimore in 1841. He was appointed a second as sistant engineer in September, 1849, and served for two years on the Saranac. He became first assistant engineer in February, 1851, and became chief engineer in August, 1856. He was on duty at different times on the Coast Survey steamer Bibb; the John Hancock, of the Behring Straits surveying expedition, in 1852-55; the Roanoke, Colorado, Minnesota and Mississippi. He was at Pensacola Navy Yard in 1860 and 1861, and took charge of the building of the tronclad Puritan in 1862. He was fleet engineer of the Gulf Squadron in 1864 and 1865. He had charge of the building of the machinery of the Madawaska from 1865 to 1867, and was on special duty at Bridge-water, Mass., from 1867 to 1869. From 1850 to 1871 he was on duty at the Boston Navy Yard. From 1871 to 1876 he was on duty at the Navy Yard at Mare Island. Cal. and from February, 1877, to February, 1860, he was on duty at the New-York Navy Yard. He was ordered as one of the Board of Visitors to Annapolis in 1880, but was too feeble to travel and in the spring of 1881 was retired for disability neutred in the line of duty. Mr. Lawton was married in Baltimore in 1852, to Miss Matilda Dunham, who, with two children, survives him. ronclad Puritan in 1862. He was fleet engineer o

THE REV. EDWARD E. RANKIN

The Rev. Edward E. Rankin died at his home, No. 765 Broad st., Newark, yesterday from heart failure, age seventy. He had been in delicate health for several years, and compelled to give up active miniwent back to work. At "The Sun" office a terial work. Mr. Rankin was born in Newark, and was graduated from Yale College. His first pastorate new men, but this was found to be impossible if and he then went to the Forty-second Street Church as settlement was to be effected, and they were in this city. He afterward filled the pulpit of a Con in this city. He afterward mice the point of a congregational church at Fairfield, Conn., and a few years ago returned to Newark. Mr. Rankin was secretary of the Essex County Bible Society, and of the Newark City Trust Society. He leaves a wife, five sons and a daughter. One of his sons is the Rev J. O. Rankin, of Kingsboro, N. Y.

WILLIAM C. SALTONSTALL Boston, July 22.—News has been received of the death of William C. Saltonstall, of this city, in Italy. He was fifty-eight years old, and followed the sea for a number of years. During the rebellion he commanded in succession two sunboats in the Federal Navy, and rendered distinguished service. During the blockade off the Carolinas, especially, he won commendation for gallant conduct, and in the Little Washington affair he made himself known as a brave officer. At the close of the war he en-gaged in mercantile pursuits, and was treasurer of the York Manufacturing Company at the time of his death. He was a cousin of Collector Saltonstall, ol Boston.

DR. THEODORE DIMON. Auburn, N. Y., July 22.—Dr. Theodore Dimon died this morning at the age of seventy-two years. He was an oil army surgeon, prison physician and ex-superintendent of the State Insane Asylum here, and one of the oldest prac-

THE OFFICERS DECIDED NOT TO WAIR. Minneapolls, Minn., July 22.—"The Journal's George Francis Howard, the colored cook and steward of the American schooner Mosquito, who was ere is growing alarming. A mob of strikers ordered brought to this port in frons on Friday, began a libel against the schooner to recover wages to the amount of \$118. The officers of the vessel went to the United

GIVING BAIL FOR RECKLESS BLASTING Jacob and George Vix, builders, and Peter J. Dolan strike was not ordered by any labor organi- District Attorney's office on a charge of careless blast from Vix Brothers, set off fourteen glucoline cartridges. She says that she and her husband had been advised

NEEDS OF THE POSTOFFICE.

THE SPECIAL COMMISSION MAKES ITS REPORT.

Toom for the regular employes and also be in the interests of economy,
The commission submitted that with the increase of working space recommended and the discontinuance of some duplication of work, the additional employes recommended will be sufficient to insure the best possible service.

HOW EFFICIENCY IN THE CITY'S POSTAL SERVICE CAN BEST BE SECURED-A LONG LIST OF RECOMMENDATIONS - ADDI-

TIONAL CLERKS AND CARRIERS-CHANGES IN THE BUILDING

-BRANCH OFFICES.

Washington, July 22.-The report of the commission appointed by Postmaster-General Wanamaker to ex-amine the New-York Postoffice in all its branches has been made public. It is voluminous, covering with great fulness and detail the ground traversed by the commission in its three weeks of investigation of the main postoffice and seventeen branch postoffices. The commission, while recommending liberal increases in the number of clerks and carriers, and larger accommodations generally for the office and the service, In order to meet the demands occasioned by the great and rapid growth of the city in business and population, still recommends much less than was constantly and urgently demanded by the late Postmaster Pearson and has been asked by the present Postmaster Van Cott. Their recommendations as postmasters were for some 190 additional clerks at an increased cost of \$273,000 for them and for additional compensation to the present force and for 116 additional carriers. The commission recommends 123 additional clerks and ten additional carriers, at an increased cost of \$87,000-an increase which, it says, is fully justified by the constantly increasing receipts of the costoffice itself, which showed an increase of \$1,-040,000 during the last three fiscal years, and of

\$536,000 for the last fiscal year. The commission also make important recommendations as to the necessity of greatly improving the Postoffice Building by way of increasing its capacity, convenience and comfort, which would involve a further additional expense of \$113,000, to decide upon the details of which the Postmaster-General and the Secretary of the Treasury will meet in conference in New-York this week. It also suggests some thorough improvements as to the practical operation of the postal service in the city. The principal features of the report are in detail as follows:

other purposes at New-York City is pronounced to be checking. In the public interest it is necessary wholly inadequate for the purpose, to be poorly lighted and badly ventilated, causing increased mortality among the employes. The building requires two new passenger elevators, the reconstruction of two others, and two new freight elevators. The money-order department requires increased accommodations in the way of space, and it is recommended that the north side of the second floor be given for its occupancy. The present area of the first floor is less than the same floor in the Philadelphia postofilee and not more than that at the Chicago, Cincinnati and Boston post-offlees, where the business is much less in volume ffices, where the business is much less in volume than that of the New-York postoffice.

The whole south end of the office should be recon structed, awnings erected upon the north side, which arrangement will require the consent of the city outhorities and the purchase by the United States of the sidewalk on the south side of Mail-st. It is carnesily recommended that the other tenants of the building be provided with quarters elsewhere. windows for communication with the public are small and inconvenient. The floors of the corridors are worn out and defiled with dirt. Eventually an entire new building should be provided, and the opinion is expressed that it should be further uptown.

A large basement-room, now vacant, in the north nd of the building should be utilized as storage-room for mail-bags and pouches. The south end of the basement could then be used for an extension of mailing cases and tables, greatly to the comfort of the clerks and the expedition of the work.

Additional branch offices for receipt of mail, sale of stamps, issue of money orders, registry of letters, etc., are recommended, the precise locations to be ereafter determined. One of them should be established near Union Square, another in the vicinity Madison Square, which latter should be made a station for the delivery of mail by letter-carriers.

All the branch offices in New-York are now filuminated by gas-light and are poorly ventilated durng the warm months. It is suggested that these be supplied with electric light.

The representations frequently made by the late Postmaster Pearson regarding the inadequacy of the elerical force, the report says, proved to be well founded, and the efficiency and morale of the employes had been substantially weakened by the growth of the practice of employing too youthful clerks at insufficient salaries. Frequently what would be an adequate salary for one man would be divided when he left the service between two new appointees, who it is recommended that 123 additional clerks

em has been in vogue at the New-York postodice, is declared to be injurious in its results, harsh in its Ohio, who had long before received certain letters operations and at variance with the spirit of the Civil Service law. Salaries fixed by roster should not be subject to frequent alterations.

Reference is made to the tendency in the New-York postoffice to employ boys as junior clerks, most of whom are required to perform arduous night service. There are 261 so employed under twenty years of age, and 159 under eighteen years of age, and the usual salary paid is but \$450 a year. Mature men should he engaged for these duties and the minimum salary, as fixed by the new classification act, will be 8600 per seek this employment.

The commission recommends the increase of the

number of agencies for the sale of postage stamps, to not less than 200, probably to 500, located in parts of the city to be determined hereafter.

It is recommended that the Manhattan Elevated Raffway Company be asked to consider a proposition to construct a track into Mall-st., so that mail matter can be dispatched from and brought into the office over such track. This would result also in more ts branches It is recommended also that the postmaster be

authorized to engage a suitable number of horses and wagons in order to test the practicability of making collections (especially from Canal-st, to the Harlem River) from street letter-boxes, in lieu of the present collections by carriers who walk; and that wagons be employed likewise for the delivery of registered packages, as well as bulky packages, at points south of Forty-second-st. For offices like this Congress should be asked to provide by begistation for the employment of a special class of carriers, to be called collectors, who shall receive lower salaries than the prosent letter-carriers, since their duties will be much simpler, and who, in conjunction with the use of carris and wagons, could perform the service of collecting mail matter at a minimum cost, with the maximum of efficiency, and thus relieve the regular carriers, whose time could be better employed in more responsible work. of Forty-second-st. For offices like this Congress

work.

Plans are submitted for the extension of the registry division, and an entirely different subdivision of the space, as also for the fixtures, wire cages and other inclosures designed for economy of labor and for added security, in that responsibility for safe handling of registered matter will be confined to the minimum number of employes at each stage of the work. Wire cages are recommended also for the protection of the registry business at all of the principal stations.

The report says the special delivery system should be improved. It is now sometimes not so speedy as the ordinary mail. There is no delivery of such matter on Sunday. There is such Sunday delivery at certain of the postoflees in the larger cities, and uniformity is suggested as advisable.

It was discovered that the superintendent of firmach P had been in the habit of wifully submitting to the postmaster fairs statebacks, making the amount of matter handled nearly double that which actually passed through the branch. These facts emphasize the necessity for careful and truthful reports of mall matter handled, and for supervision of the branch offices to determine that the reports made are in accordance with facts.

The unertice of charging double postage upon for

offices to determine that the reports made are in accordance with facts.

The practice of charging double postage upon foreign letters dispatched after the advertised time of closing the regular foreign mail simply because they are dispatched in a supplementary mail, and as posishment to the senders for lack of promptness, is characterized as without authority of law, and the report says that it should be discontinued.

The work of rating and assorting letter mail from Japan, Colombia and Curacon intended for Europe now done in the New-York postoffice should be dispensed with by baving such mails sent closed, or at least arranged to obtain the face-sity of this work.

Certain unnecessary labor now expended in keeping elaborate records and in unnecessary checking of work could be dispensed with, and the services of the clerks used to greater advantage in other employment. Vast accumulations of old papers should be destroyed.

It is suggested that the printing braich of the New-York postoffice be abolished, and that the work should be done under contract, the facts as to the relative cost of the work under the present and the proposed plan first having been asceptanced and submitted to the Department. This course will save.

POSTMASTER VAN COTT WELL PLEASED ALL OF HIS SUGGESTIONS GOR REPORM IN DORSED BY THE REPORT.

Postmaster Van Cott was seen late last night by a Tribune reporter at his home, No. 59 Clinton Place, and he expressed some surprise when told that the report of the commissioners had reached the newspaper offices and was then in process of publication He had not received a copy of the report and was altogether unacquainted with the terms of the commissioners' recommendations. The reporter then re counted the leading points of the report, and Mr. Van Cott sald: "I am glad to find that the com missioners indorse my views in regard to the employ ment of wagons for the collection of mail from the street letter-boxes in place of the present antiquated and cumbrous system. I urgently recommended this, believing that the work could be done at a saving of

time, labor and expense.

I am gratified also to notice that the commissioner indorse every one of the reforms urged by me, including the establishment of additio; al branch offices, the general reorganization of the clerical force, the abolttion of unfair annual examinations of clerks, as result of which the younger men generally superseded the older hands, who had spent the best years of their lives in the service; the employment of horses and wagons for the delivery of registered packages; the special corps of collectors, and the abolition of extra rates for late mails. The additional 123 clerks will be a boon to the department which has had many of its men working for three whole however, that before forwarding my report to Wash ington I had received statements from the heads of each department in the office, and in asking for 190 clerks and 116 carriers I believe I made the lowest possible estimate of our actual requirements.

"When I have seen the report and the commission ers, I shall perhaps understand by what process of reorganization they propose to make up the difference between 123 and 190 or 10 and 116. The commis sioners suggest that too many men are employed in checking the moneys that pass through the office. In this I do not agree. Where \$86,000,000 of the public money annually passes through the The public building occupied for the postoffice and Postoffice, I think that there cannot be too much

CHANGES NEEDED IN CIVIL SERVICE RULES. Washington, July 22 (Special).—As was expected, several defects have been discovered in the Civil Service regulations as applied to the railway mail service, and the President will be asked to make one o two modifications of the rules in force. The order of President Cleveland, extending the rules over the mail service, was apparently intended to hamper the incoming Administration. With this object in view, it was made so broad that it applied to every employe of the service with the exception of the General Superintendent and an "assistant to the General Superintendent," for whom Congress failed to provide. In all other departments of the Government there are grades of service in which examination is not required. As the appropriation for the Railway Mail Service authorizes the employment of postal clerks, and only postal clerks, it can readily be seen that the rule, if enforced, will prevent the superintendent from obtaining porters and other laborers, except by having certified for the places persons who have passed the examination and are competent to do the work of a postal clerk. Again, in all the division offices, as in the Signal Service, printing press is kept in operation. A number of printers and their assistants are constantly employed A number of The law does not provide that the Civil Service Commission shall certify printers to the Railway Mail Scr-The Commission has written a letter to the Superintendent of the Railway Mail Service, saying that his request for a printer assistant in the Bostor office has not been compiled with, but that the Commission has asked the President to modify the rules as to permit the certification of a printer assistant. It is expected that as time develops the impracticability of the rules in their present form further changes will be made by the President.

AN IMPORTANT PATENT DECISION. Washington, July 22.-The Commissioner of Patents because of their youth and inexperience were willing has decided on final appeal a well-fought Patent to accept the lesser compensation. For these reasons, Office controversy involving the exclusive right under and any of the constant growth of the service. Letter not by to and to rolled east steel car wheels, allowed at an increased cost of \$76,200, and that ten parties to the controversy are the Fowler Cast Steel additional letter carriers be employed; also that a Car Wheel Company of Chicago, and the Pittsburg general reorganization of the clerical force be made. Steel Casting Company, of Pittsburg. The proofs Under the new classification act, approved March showed that a long time after the Fowler steel car wheels had been publicly produced in Pittsburg, the quired.

The system of annual examinations to determine Pittsburg Steel Casting Company began producing early whoels of a substantially similar character and by the which clerk shall have the higher salary, which sys- same methods. The Pittsburg company subsequently became the assignce of Clifton B. Beach, of Cleveland, patent pertaining to car wheels of a different type, and who had, after assignment, filed an application for patent, professedly based upon a prior application of his, which for years had been a dead and abandoned application. This contest was then begun in the Patent Office by the Pittaburg Steel Casting Com pany. When their proofs were presented it appeared that Beach had done nothing toward atvancing the art, than to make rough sketches and to write out his ideas about two years before Patentee Fowler's

The Commissioner decided in favor of Fowler, the atentee, thereby affirming the decision of the Board f Examiners in the Commissioner in his decision says: There is much in the case that tends to show that if owler had not made and perfected and tested the vicention and demonstrated its value fleach would ever have attempted to revive his old claim and seek

THE RERATING AND INCREASE OF PENSIONS. Washington, July 22 (Special.-For many days the Washington correspondents of certain Democratic and Mugwamp new-papers have been busy sending dis-patches to the effect that "Commissioner Tanner must etc. It has been asserted and reasserted that rtain removals of medical examiners in the Pension Bureau have been made without reference to the wishes or recommendations of Commissioner Tanner and, in fact, that the medical referes has been able to overrule such recommendations. It is to be hoped that the statement to-day by Assistant Secretary Bussey of the Interior Department, to the effect that all such removals have been made on Commissioner Tanner's recommendation, will put at rest the assertions to the contrary. The chief basis of the latter criticisms of Commissioner Tanner's action is the recating and increase of pensions. In behalf of the Commissioner it is asserted that such reratings have been in strict accordance with the law and the evidence, so far as the Commissioner could know, and that if pensions have been improperly rerated it done by men who have been regarded a trusted officers and employes of the Pension Bureau. It may be of course that in some cases such has been the case. In order to ascertain whether it is or not the Secretary of the Interior has decided to appoint a commission to investigate the whole subject. It is the expectation of Commissioner Tanner's friends that the result of this investigation will be not only fully to expectation but to correct whatever abuses may have crept into the system under his producessor, commissioner Black, or that may be due to the underthinkness of subordinates in whom he has trusted.

FOURTH-CLASS POSTMASTERS APPOINTED. Washington, July 22.-Fourth-class postmasters were o-day appointed as follows:

Pennsylvania-F. H. Craig, Aldenville; C. W. Picker ing, Andalusia; John W. N. Hilling, Dillingersville; D. M. Ridlach, Ghent; Samuel Reisinger, Gibbon's Glade; William May, Grand Tunnel; John C. Hilbert Lansdowne; H. H. Hartman, Hoyt; David R. Porter

We are apt to regard a small eliment much as we would me pigmy, unpleasant of aspect and prankish indeed, but incapable of serious mischlef. We ignore the fact that it grows prodigiously, strengthens in proportion, and beattack, sensations of unrest and languor when the system should have been braced by recent sleep, unaccountable nervousness, inactivity of the kidneys or bladder-what are disturbance ! In either of the above emergencies, common sense and experience unite in indicating Hostetter's Stomployment. Vast a cumulations of the parent and the destroyed.

It is suggested that the printing branch of the its use be prompt when the languor, yawning, chilliness it is use be prompt when the languor, yawning, chilliness was proven down the back, and feverishness that precede a malarial down the back, and feverishness that procede a malarial proven the malarial proven the property of the pro ach Bitters as the best preventive. Particularly should down the back, and feverishness that precede a malarial attack, manifest themselves. Incipient rheumatism grows

Port Perry; John D. Dumphry, Swires; J. M. Sprecher, Voganaville Voganaville.
New-York—J. J. Smith, Obi; Jesse Bennett, Ross-burg; George Ross, Short Tract, Connecticut—Lucy E. Allen, Pomfret Centre.

THE PLYMOUTH MONUMENT.

PREPARATIONS TO UNVEIL IT ON AUGUST 1 -THE EXERCISES.

Plymouth, Mass., July 22 (Special).-This old tow made famous in song and story, and holding a dis-tinctive place in American history, is gayly decking itself out and getting ready generally for the ceromonies of the unveiling of the monument to the Pilgrim Fathers on August 1. Ever since 1853 steps have been taken to secure the erection of a suitable memorial to commemorate the landing of the Pilgrims. nument at the spot where Plymouth Rock rest would not be sufficiently conspicuous, so it was decided to erect one on the hill, where it could be seen fa To Hammatt Billings, the eminent

architect, was entrusted the work of designing the monument and superintending its construction, Several agents were appointed by the Pilgrim Society to collect the funds, but later on this method was abandoned and the entire work of soliciting subscriptions was in trusted to the Rev. Willard M. Harding, of Chelsea Slow progress was made, but by persistent work about \$200,000 was finally raised. Oliver Ames, uncle of the present Governor of Massachusetts, gave the magnificent statue of "Faith," which surmounts the ba and which cost about \$32,000. Perry, of Florence. The statue of "Morality was given by the State of Massachusetts. Connecticut gave \$3,000, the cost of one of the marble panels, representing the embarkation at Delft Haven. Roland Mather, of Hartford, Conn., paid for the statue of " Education" and the panel descriptive of the signing of the Compact in the cabin of the Mayflower. appropriated \$15,000 to erect the statue of "Freedom" and the panel representing the landing of Pilgrims. The last of the corner monolith, that of 'Law," and the fourth panel, representing the signing of the treaty with Chief Samoset, was paid for private subscriptions. The monument was finally completed last fall, but

Billings, the architect, his brother, who succeeded him and the Rev. Mr. Harding, who raised most of the meney, did not live to see the completion of the noble work. The monument, with the exception of one tablet, was the work of the Hailowell Granite Company. It is with the exception of the tablets composed entirely of granite. The pedestal is forty-five Upon the centre stands the figure of Faith," thirty-six feet high, composed of a dozen stones or sections. The pedestal has four large and four small faces. Upon the former are tablets bearing the names of the founders of the colony, while from the smaller faces project four buttresses, or wing Upon each of these is seated a figure of heroic size, representing, with the figure of "Faith" the principles of the founders. These are "Morality." Education," "Freedom" and "Law," On the faces of the pedestal, at their feet, are alto-relief tablets, in marble, representing "The Embarkation at Delft Haven," "The Signing of the Social Compact in the Cabin of the Mayflower," "The Landing at Plymouth and "The First Treaty with the Indians." The sides of the wing pedestals, have figured tablets carrying out the idea of the figures above them.

The dedication of this monument will occur on the 1st of August, and will gather to the old town many William T. Davis, who has been largely eminent men. William T. Davis, who has been largely instrumental in raising the money to carry on to completion this great work, has sought to give to the celebration a broad enough character. So the eloquent Kentuckian, W. C. P. Breckfiridge, was invited to deliver the oration, and John Boyle O'Reilley was asked to be the poet. The Masonic Grand Lodge of Massachusetts, together with several Commanderies of Knights Templars, will arrive at Plymouth at 9 o'clock on the morning of the 1st and will dedicate the monument with Masonic cersmontes. At 11 o'clock there will be a procession composed of military organizations, Grand Army posts, invited guests, the Pilgrim Society, Odd! Fellows, and the Fire Department. At 1. p. m. the banquet and literary exercises will occur. Ex-Governor John D. Long, president of the Pilgrim Society, will preside. Myron P. Wiltimey will sing "The Breaking Waves Dashed High," and after dinner speeches are expected from Society, Blathe, who has promised to be present, General Devens, Senator Hoar, ex-President Cleveland, Senator Evarts, Joseph H. Choate and others. In the evening there will be a display of freworks and a ball.

William T. Davis, of Plymouth, has been the chief mover in this matter for many years. He has worked earnestly and unsetfishly to secure the completion of the movement, and it is largely due to his efforts that this artistic memorial is ready to be unveiled. The expense of the celebration will largely be borne by the Pilgrim Society, which derives its income from the admission fees charged to visitors, who flock here every year and wish to see the mementoes which have been collected and arranged in Pilgrim Hall. The receipts from this source alone amount to about \$2,300 annually, and soveral hundred dollars are received from Holland.

About 100 invitations have been sent to prominent men, besides the speakers, to attend the celebration. instrumental in raising the money to carry on to

About 100 invitations have been sent to prominent men, besides the speakers, to attend the celebration. If the President does not attend, it is understood that Vice-President Morton will be here. On the evening before the celebration Judge Charles C. Davis will give eption at his residence in honor of Mr. Breckin

PLAYING CRICKET WITH A CRACK ELEVEN

THE PHILADELPPIANS BEGIN A GAME WITH THE M. C. C.

London, July 22.-The Philadelpala cricketers to-day began the most important match of the trip. The Marylebone Cricket Club, commonly known as M. C. C., is the great London club, and nearly all English cricketers, whatever their county, belong to It. A representative M. C. C. cleven is therefore nothing else than all England, and the team chosen to meet the Americans to-day was such a one. The game to-day has been looked forward to with great interest, and in spile of chilly and cloudy weather over 6,000 people were in attendance. Many of the nobility were present and the crowd was as enthusiastic as it was fashionable. The ground was rather soft, but the wicket was good

enough to make the English captain elect to bat when the penny landed in his favor. The Americans made a great start. Six wickets were obtained for 161 runs and most of the celebrities were out, but Parson Thornton and Clark then got together and the score was more than doubled before the seventh wicket was obtained. The Rev. R. T. Thornton played faultless crichet for his century. The visitors fielded magnificently throughout. The total of 383 runs was not greater than was to be expected from so strong an aggregation of batsmen, and the Philadelphians had very reason to feel proud of their performance. They kept up their good work for some time after they began their innings, Scott and R. D. Brown taking th total to 67 before a wicket was lost. At this point three good wickets were lost without a point being added. Clark made maters still worse by after making but &, and then the call of time stopped, the slaughter. The game will be continued to me, row. The score follows: MARYLEBONE CLUB.

MARYLEBONE CLUB.

C. I. Thornton (Kent). St. Morgan, b. Scott. 78
A. E. Stoddart (Middlesex). b. Clark. 78
A. E. Stoddart (Middlesex). b. Clark. 78
A. E. Stoddart (Middlesex). b. Clark. 78
C. A. Nepeac (Middlesex). c. and b. Scott. 79
J. J. Russell (Middlesex). c. and b. Scott. 79
J. J. Russell (Middlesex). c. Thompson. b. Clark. 11
C. Clark (Surrey). b. Pa. Lerond. 80
J. Robertson (Middlesex). c. Painer, b. Chark. 11
C. Clark (Surrey). b. Pa. Lerond. 80
J. Robertson (Middlesex). c. Patterson. 4
L. Fielding (Surrey). not out. 14
C. E. Horner (Surrey). c. Thompson. b. Patterson. 17 Runs at the fall of each wicket-70, 70, 136, 150, 150, 161, 329, 339, 373, 383.

GENTLEMEN OF PHILADELPHIA. Brown c. Clark b. Stodlart

Ituns at the fall of each wicket-67, 67, 67, 76.

THE WEATHER REPORT.

FORECAST TILL 8 P. M. TUESDAY.

Washington, July 22.-For New-England and Eastern ew. York, fair, except showers in southeastern Massachu-

husetts and on the Rhode Island coast; no decided change usetts and on the range and winds, temperature; southwesterly winds.
For Eastern Fennsylvania, New-Jersey and Delaware, light showers Tuesday afternoon; warmer, southwesterly

For West Virginia, Western Pennsylvania and

TM HOURS: Morning. Night. 12 3 4 5 6 7 8 910 12 1 2 3 4 5 6 7 8 910 11

sterday, with increasing, but not very excessive, humid-The temperature ranged between 72 and 87 degrees, the average (78%) being 3% higher than on the corresponding day last year, and a higher than on Sunday.

In and near this city to-day there will probably be gen-

Company and the Ohio River steamboat men came into conflict this morning. The railroad company recently received permission from the secretary of War to close up the channel of the river at the Steubenville Bridge for the purpose of replacing the channel span. Ne sooner was this announced than loud protests were up from the river men, who have had an unparalleled ason on account of high water in the Ohio. The railroad began driving piles a week ago for the falsa vorks, and as the work went on the river men became more active in their opposition. They appeared in vain to the Secretary of War to have the permit revoked, and the railroad finally agreed to dredge out a new channel. The rise in the Monongahela brought out the coal fleet from Pittsburg, and when the boats rrived at the bridge this morning they found the channel almost entirely filled with heavy piles. There was a short consultation and then the coal boats ad-vanced. With three barges abreast they came at full speed upon the piles, breaking down twenty-five of them, tearing loose the pile-driver barge from its moorings and barlly damaging it. The men on the barge had a narrow escape from being thrown under the tow and the work was immediately suspended in another moment the boat Pacific came down and took away thirty-five more of the piles, leaving over took away thirty-live more of the piles, leaving whalf the channel clear for the following boats. Immediately after the railroad company ordered the construction of large apron piers above the bridge, which will effectually block the channel for boats. Both railroad and steamhoat men are equally determined to enforce their rights in the premises, and the outcome will create intense interest along the Ohio and among river men generally, as the serious

RAILROAD INTERESTS.

A LIVELY FIGHT ON THE OHIO.

THE PANHANDLE ROAD AND THE RIVER MEN

CONFLICT AS TO THEIR RIVER RIGHTS.

anticipated for the last week, the Panhandle Railross

Steubenville, Ohio., July 22 (Special) .-- As has been

THE TROUBLE IN HOCKING VALLEY. UDGE STEVENSON BURKE ON PRESIDENT SHAW'S ANNOUNCEMENT.

oho and among river men generally, as the serious trouble threatened will demand the interference of the Government to settle whether the railroad has the right to impede river navigation that its own trains may run uninterruptedly.

Cleveland, July 22 (Special).-Judge Stevenson Burke, who owns the most of the \$8,000,000 5 per cent Hocking Valley bonds, the interest on which is due September 1, does not seem to be annoyed by the announcement of President Shaw, of the Hocking Valley, that the road will be unable to pay the interest when due. Judge Burke declares that it is well-defined plan of Shaw's to put the road into the hands of a receiver, and then buy in the road for a small sum. Judge Burke has been a heavy buyer of Hocking Valley stock in the last month. He and his friends owned one menth several months ago, but with the votes of dissatisfied stockholders and the that he bought, he thought that he could control the next election, which occurs in January. Should the oad go into the hands of a receiver his plans may he defeated. He and his friends will make every be defeated. He and his friends will make every effort to keep it out of a receivership. Judge Burke announces that if Mr. Shaw will turn the road over to him, he will take it subject to its bonds, pay all the interest by September 1, and cancel his judgment for \$200,000 against the company. This judgment was obtained by Judge Burke against Shaw and his bonds men in Shaw's suit against Judge Burke for \$3.000.000, and was for damage incurred by the latter during the suit.

ALTON SECURES CATTLE TRAFFIC. Chicago, July 22 (Special).-The American Live

Stock Commission Company is making itself felt. It is an association of Western cattle men who resolved for a fee of 50 cents on every head of stock sold. Fxsenator Dorsey is a leading light in the organization and almost every prominent stockman in the West is a member. The mileage on private cars foots up to such a respectable figure that it is extremely profitable for a shipper to own his own cars. Interest on the money invested in a car amounts to less than 85 a from \$30 to \$75 a month. The American Live Stock Commission Company hunted in vain for private cars. No one had any for lease or sale. The use of private stock cars had, however, retired about 5,000 cars of the Alton from service and 400 of these have been leased to the company at a good figure. The move has made the other Western roads wonder what struck shem. The Alton cars are scattered from Texas to Montana and every one of them which reached Alton territory comes over that line to Chicago loaded with stock.

THE TRANSCONTINENTAL SITUATION. Chicago, July 22 (Special).-The Transcontinental Association is trying to find out whether it is alive or dead. On Saturday and this morning vain attempts were made to hold a meeting, but not enough members were present to be called to order. In of the meeting-the consideration of the withdrawal notices of the Southern and Northern Pacific-was carefully avoided. The meeting adjourned until tomorrow morning. There are twenty-two roads in the the extreme seriousness of the situation. Caustic comments on the apathy of the delegates are heard on all hands. A rate war among the Transcontinental lines would inevitably affect if not involve the Chicago

ORGANIZING CAR SERVICE ASSOCIATIONS Chicago, July 22 (Special).-Chairman Moo the Chicago Car Service Association, has returned from a Western trip, during which he organized similar associations in Davenport, Rock Island, Moline, Ottumwa, Des Moines, Council Bluffs, St. Joseph, Atchison, Leavenworth, Kansas City, Topeka, Hutchinson and Wichita. Said Mr. Moore to-day: "When merchants realize the good of a car service association in quick handling of freight, and that they can always get empties quickly, opposition vanishes. I am satisfied that eighty per cent of the Chicago

merchants would now vote against a restoration of the old dilatory plan. Especially is it liked by grain and lumber men. I believe that by January I there will not be a prominent city west of Buffalo without such an association."

Chicago, July 22 (Special).—The rumored sale of the Burlington and Northern has become such a "chestnut" that but few rathroad men believed the positive assurance rec ived from Boston to-day that the North western had made a bid for the much-sold road. Nothing was known of the matter at the general offices of the Northwestern. The report has elements of plausibility, from the fact that first-class connections are made already between the Burlington and Northern and Northwestern at Rochester.

HARD AT WORK ON BULL HILL TUNNEL. On the first of July General serrell, the chief ngineer of the Hudson Suspension Bridge and Newingland Railway Company, increased the force of workmen employed at the east end of Bull Hill tunnel; and now he has given orders for a similar increase of the force at the west end, directing the assistant engineer in charge to put on as many men as can be advantageously employed, it being the purpose to push the work to a speedy completion.

TWO COMPANIES CONSOLIDATED.

Stockholders of the Hydson Connecting Railroad and the Poughkeepsie and Connecticut Railroad yesterday voted unanimously to consolidate the two corporations under the name of the Central New-England and Western Rallway Company. This action is intended to complete the arrangements for bettering the relations between the Poughkeepsie Bridge and its connecting

AGREEING TO THE 25-CENT WHEAT RATE.

Chicago, July 22 (Special).-The Lake Shore, Nickel Plate, Michigan Central and Grand Trunk have all issued notices of agreement to the request of the Joint Committee to restore the wheat rate to a 25-cent basis August 1. This by no means settles the complications, as the corn rate will still be on a 20-cent basis, to which division of rates the Grand Trunk claims to be unalterably opposed.

TO READJUST THE SOUTH CAROLINA

Charleston, S. C., July 22 (Special).-E. R. Duhham, an expert railroad man, who has been here some time examining the earning capacity of the South Carolina examining the earning capacity of the South Carolina Railway for the first and second mortgage bondholders, has finished his work and will start for New-York tomorrow. He expressed the opinion that the affairs of the road could be satisfactorily adjusted. It is said that his information from two leading banking houses in New-York interested in Southern railroads was favorable. The plan proposed is to assist the stock and income bondholders to foruclose under the second mortgage bonds, on which January interest was defaulted, and to readjust the first and second mortgages on the basis of \$5,000,000 first and \$2,000,000 of second mortgage bonds at 5 per cent.

EASTBOUND FREIGHT SHIPMENTS.

Chicago, July 22.—The Eastbound shipments of flour, grain and provisions by the roads in the Central Traffic grain and provisions by the roads in the Central Traffic Association has week aggregated 18,149 tons, as against 16,233 tons for the week provious, an increase of 1,916 tons; and as against 13,903 tons for the corresponding week last year, an increase of 4,240 tons. The Vanderbillt lines carried 39.5 per cent of the business, the Pensylvania lines 21 per cent, the Chicago and Grand Trunk 129.6 per cent, and the Beltimore and Ohio 9.9 per cent.